

Subject: FW: Gellings-Gravina Island Website Feedback
From: "Thompson, Dina L." <Dina.Thompson@hdrinc.com>
Date: Thu, 09 Sep 2004 16:27:35 -0500
To: james_evensen@dot.state.ak.us

-----Original Message-----

From: Dalton, Mark
Sent: Tuesday, September 07, 2004 12:39 PM
To: Snead, Carol
Cc: Maines, Kristen
Subject: FW: Gravina Island Website Feedback

This just in.

-----Original Message-----

From: Gravina FeedBack [mailto:Gravina@hdrinc.com]
Sent: Tuesday, September 07, 2004 12:03 PM
To: Dalton, Mark; JIM EVENSEN; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

No response necessary

Name: Donna Gellings
Phone: 907-225-1362
Email: dgelling@ptialaska.net

Comment: Please consider this submittal as POSITIVE SUPPORT for Alternative F1 as depicted in detail in the Gravina Access Final Environmental Impact Statement. This project has been on the drawing board for decades now. The public comment process and various studies supporting F1 as the final alternative have evolved extensively into the FEIS document. It is now time to finish the selection and design process, obtain the remaining necessary funding, and begin actual construction of this hard link.

Thank you for the opportunity to comment!

Donna Gellings
2411 Second Avenue
Ketchikan, AK 99901

Subject: FW: Ford-Gravina Island Website Feedback
From: "Thompson, Dina L." <Dina.Thompson@hdrinc.com>
Date: Thu, 09 Sep 2004 16:28:04 -0500
To: james_evensen@dot.state.ak.us

-----Original Message-----

From: Dalton, Mark
Sent: Tuesday, September 07, 2004 12:40 PM
To: Snead, Carol V
Cc: Maines, Kristen
Subject: FW: Gravina Island Website Feedback

-----Original Message-----

From: Gravina FeedBack [mailto:Gravina@hdrinc.com]
Sent: Tuesday, September 07, 2004 11:21 AM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

This person requested a response

Name: Kathleen Ford

Phone:

Email: ford.r.e@att.net

Comment: It appears that this project will proceed because those in power want it to happen. Speaking as an ordinary citizen, however, I feel that there are many issues that are not being discussed openly and honestly in regard to the true cost of a project of this magnitude. There are many points to consider: The airport ferry is revenue-producing, whereas the bridge will not generate profits; an elevated roadway like the bridge will require constant deicing during winter; building the bridge in the name of efficiency, convenience, and cost-effectiveness is not borne out when considering the ease of taking a ferry and arriving at the terminal a few minutes later; the issue of parking at the airport has not been addressed; comparing this bridge to those in Sitka and Juneau is like comparing apples and oranges when considering both the proximity of the islands and the passage of plane and cruise ship traffic. In the current economic climate of budget shortfalls and deficit spending, it seems the height of folly to spend millions of dollars on a project like this, the true cost of which will most certainly exceed projections. There are other options for transportation to the airport...the local water taxi is one example of entrepreneurship that discerned a need a filled it. I urge responsible and sound judgement and addressing unanswered questions before proceeding further. Thank you.

Subject: Comments on Gravina Access project-final EIS
From: m.clabby@att.net
Date: Tue, 07 Sep 2004 22:49:11 +0000
To: james_evensen@dot.state.ak.us

Please accept the attached document as my comments on the Gravina Access/Bridge project. Thank you.
M. Clabby 907 225-0800

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|--|--|
| 9-6-04Comments on Gravina Access Project EIS.doc | Content-Type: application/msword Content-Encoding: base64 |
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James Evensen, Project Manager
DOT and PF Southeast Region
Comments on Gravina Access Project EIS

I own residential property on Gravina Island in the vicinity of the project area and have lived there in the past for many years (commuting to Ketchikan by skiff). This project will have numerous negative consequences.

The "no action" alternative would be preferable. It would result in the least expenditure of public funds, the least environmental damage to wetlands, tidelands, and underwater habitat, the least disruption of neighborhoods, less infringement on areas of east and west channel needed for navigation in various tides and weather, and less crowding of the already crowded downtown traffic situation and would be the most responsible choice.

The preferred alternative (F1) has numerous unacceptable consequences:

1. The bridge over West Channel will impinge on the width of the channel, thus increasing the risk of accidents. Having lived on Gravina at one end of the West Channel, I spent years observing boat traffic, weather (including winds and fog), currents, tides, etc. There were many times when it was a good thing that there was "maneuver room" available. I have seen winds in that area of 90 mph, have seen the consequences of ferry wakes vs. small skiffs or kayaks, and have been in the channel at a variety of tidal/wind/current/traffic/ice/fog conditions. Placing those bridge supports in there is going to cause real problems, not just for large ships, but also for small skiffs, fishing vessels, etc.
2. The negative consequences to existing biological resources are substantial, and certainly not justified by the degree of benefit of the project. The report lists 96.5 acres of wetlands to be filled, 10.7 acres of upland habitat to be filled, 14 waterbody crossings, 0.2 acres of essential fish habitat lost. And this doesn't address the cumulative effects---The road building through the muskeg wetlands will lead to development in these fragile areas. The blasting and dredging (e.g. in West Channel) will be harmful to the existing underwater habitat, not only in the area of the footprint of the bridge itself, but also in other areas of the channel.
3. The cost of a project of this scale is outrageous (and of course it would probably double by the time it is finished). We have a fine ferry system. With some modifications to help it be more user friendly it can serve us for many years to come. I have always enjoyed my ferry (or skiff) trips to and from the airport (certainly much more than my drive up trips to airports in most areas). It is convenient, unique, and one of the special things about living here. Of course it has its unique problems, but so will the roaded access. Numerous valuable public resources are being lost or underfunded (i.e. not maintained) for lack of public funds. This huge public expense will further drain taxpayer dollars away from valuable public needs. (An example is the current proposed loss to the public of our small boat harbors north and south of town due to lack of funds.) As a

taxpayer, I feel that this public money could be better spent (i.e. not on an unneeded, environmentally damaging bridge with an inappropriate cost/benefit ratio.).

4. The road will result in a decrease in the future enjoyment of my property on Gravina. The road will go about ¼ mile from my property and will result in constant road traffic noise and pollution. It will also probably affect the water quality in a small stream which goes through my property and which we use as a home water source. It will cut off transit routes for the deer, bear, etc. which travel from the uplands to the cove on which my property is situated.
5. Opening up land on Gravina when there is unused property available on the Ketchikan side merely encourages destruction of pristine lands rather than cleaning up and utilizing already impacted lands. (An obvious example is the industrially zoned acreage available, which was vacated by the pulp mill.) We have many undeveloped residential and industrial properties going unused already. Flooding the market with additional property will only cause a reduction in the value of existing properties (and environmental harm in unnecessary pristine places.)
6. The summary section of the EIS regarding "Areas of Controversy" completely ignores the concern of many for the biological and subsistence resources, which will be harmed by the proposed project (e.g. wetlands, wildlife). Apparently, the authors are trying to brush these serious concerns aside. If you don't take seriously the environmental damage caused by filling 100 acres of pristine wetlands and waters, bisecting uplands from marine waters, adding roads to previously unroaded habitat areas, etc., then what is the point of an EIS? Why wouldn't the significant controversy about these concerns be stated? You have certainly heard it at public meetings and in letters you have received (both from local people and from public agencies whose job is environmental oversight).
7. The EIS section on winds indicates that the maximum gusts expected at the bridges will be 145 mph. I have been at water level at the West Channel when the winds were blowing approximately 90 mph. (Not something I much want to repeat! And I sure wouldn't have wanted to be crossing a bridge there). How are high winds going to be dealt with for traffic on the bridge and will the plans be sufficient to address 145 mph wind gusts? The worst winds come from a very odd direction in that vicinity and can be tricky.
8. The issue of maintenance is still being largely ignored. Currently, DOT is unable to provide enough staff to adequately and safely maintain the existing highways in the Ketchikan area. In the winter, the roads are often dangerous due to snow accumulation, black ice, etc. Serious accidents occur, sometimes as a result of black ice on the highway and insufficient staff and funding for DOT to be able to get the main highway plowed and sanded before morning "rush hour". What is this? Build it and somehow maintenance money will magically appear for this

bridge and road, whereas they have been unavailable to sufficiently maintain existing main highways in Ketchikan? Let's demonstrate that we can care for what we have before acquiring a new toy.

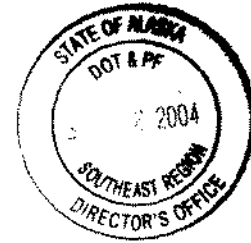
9. The proposed monetary mitigation for the removal of wetlands is insufficient.
10. Cumulative environmental consequences have not been sufficiently addressed.
11. The F3 proposed blasting and dredging in west channel are very unacceptable. This involves removing a ridge that is 2000 ft. long and up to 750 ft. wide through extensive blasting and dredging. This would substantially change the underwater habitat in this diverse and significant area. We don't need to create a ship canal. The current channel is adequate (as long as we don't block it with bridge pilings).
12. Walking trails and bike trails should be more adequately addressed.

I hope that you will take very seriously the concerns for conservation of the existing biological resources on Gravina and in Tongass Narrows. Construction of this project will change forever one of the last remaining roadless, relatively biologically intact areas in Southeast. While, to many, the wetlands on Gravina may just seem like mushy places to try to walk, they are in fact a significant contributor to our bird and wildlife populations. They also support a diversity of plant life (lowbush cranberry, blueberries, etc.) and are key in maintaining overall water quality in S.E. Alaska.

The scale of this project is inappropriate to meet the needs. Existing or improved ferry service could meet the needs with far less drain on public funds and far less environmental damage.

Thank you,
Margaret Clabby
7960 S. Tongass Hwy. Ketchikan Ak 99901
(and Clam Cove, Gravina Island)

DOT&PF Project Manager
 Jim Evensen, P.E.
 DOT&PF Southeast Region
 6860 Glacier Highway
 Juneau, Ak 99801-7999
 September 7, 2004



Please consider these comments on behalf of Tongass Conservation Society. Tongass Conservation Society, Inc. is a 501c3 organization and a member of the Southeast Alaska Conservation Council. TCS is based in Ketchikan, a coastal community in the midst of the Tongass National Forest. Informally established in the '60s as a mountaineering club, TCS has grown and expanded and now has over 150 members. TCS has been a prime mover in such projects as the formation of the Misty Fjords National Monument, habitat conservation through land use planning, participating in local and regional toxic pollution issues, clean air and water issues, encouraging sustainable resource use, and supporting outdoor recreation opportunities and habitat conservation. TCS works as a catalyst for collaboration at a community level on environmental issues in southern Southeast Alaska. "The human and natural environments are both part of our community. The Tongass Conservation Society is committed to maintaining the integrity and prosperity of both." With this mission statement in mind we will be advocating for the no action or improved ferry access alternative.

As stated by the Department of Transportation the purpose of the Gravina Access Project is to improve surface transportation between Revillagigedo Island and Gravina Island. The need for improving access is three-fold:

1. To improve the convenience and reliability of access to Ketchikan International Airport for passengers, airport tenants, emergency personnel and equipment, and shipment of freight.
2. To provide the Ketchikan Gateway Borough and its residents more reliable, efficient, convenient and cost-effective access for vehicles, bicycles and pedestrians to borough lands and other developable or recreation lands on Gravina Island.
3. To promote environmentally sound, planned long-term economic development on Gravina Island.

Improve: 1. "To use profitably or to good advantage 2. To raise to a better quality or condition; make better 3. To make more valuable by cultivation, construction, etc.
Need 1. Necessity or obligation created by some situation 2. A lack of something useful, required or desired 3. A condition in which there is a deficiency of something, or one requiring relief or supply

Given these definitions, we contend that the proposed preferred alternative does not fulfill the objectives of this project.

1. The present airport access does not require any change as far as reliability and efficiency is concerned when dealing with medical evacuations. Transports from either

north or south have at least a 2 hour arrival time allowing substantial opportunity to gather the ferry crew, emergency crew and equipment at any hour of the day. Traffic projections by trip source have been furnished; however the projected travel time from various locales, including road conditions (i.e. Summer tourists downtown, and using a bridge in the wind, rain, and fog that dominate our weather) have not been sufficiently addressed. Addressing time is essential when taking transports into consideration. A patient who is being mechanically ventilated with multiple tubes inserted into various orifices who is transported not just a short 5-minute ferry ride from the hospital (0.77miles) but through town's 4 stop lights south, onto a bridge, overland then another bridge and proceeding to travel another several miles (9.33 total miles) down a road that is just as poorly maintained as Tongass Highway. On page 1-5 it negates the fact that we now have a helicopter pad on Revillagigedo located at Wolf point directly across from the airport. It also fails to mention that those passengers requiring transport are of a stable yet critical condition therefore tidal conditions are of little impact.

2. The need to improve access for bicycles is ludicrous-how can one improve on something that does not exist? DOT has failed in its assertion that the no action alternative will reap a "no economic benefit" for our community. The demand for "wilderness" experiences is increasing i.e. fly-fishing, rock climbing, bird watching or guided hikes are a viable possibility for locals along with prolonged stays at local bed and breakfast establishments.

3. When expending federal dollars I believe that NEPA has to be taken into consideration. NEPA of 1969 Sec. 2 (42USC4321) states that the purpose of this Act is: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.

A. Please explain how building a bridge that proposes impacting over 86 acres of wetlands with 1,734,900 cubic meters of fill and seriously impacting essential fish habitat satisfies the intent of this Act?

B. Gravina's deer population sustains black bears and a wolf pack. The island is a popular hunting and trapping place for area residents. Over 96% of the Metlakatla and Saxman residents get food from Gravina, and the island's resources are vital to the communities' economic and cultural health. These practices are thousands of years old and need little encouragement with regards to "harmony between man and his environment." With the building of the bridge and subsequent roads Fish and Game has asserted that deer hunting will become limited to those subsistence residents of Saxman only. We have reviewed the FEIS and cannot find any data to refute this significant impact.

We believe that there are specific statutory obligations to coordinate or consult with appropriate agencies. In the final EIS report recommendations from different agencies such as the State Marine Highway Administration, Department of Fish and Game, United States Coast Guard, Federal Aviation Administration and the Army Corps of Engineers

are sadly lacking. When arriving at a final decision one would hope to have garnered all available data prior to arriving at a conclusion, doing so is imprudent to say the least. What economic impacts will there be regarding FAR waivers or changes for small plane operators? Many patients are transported from Metlakatla by either boat or plane some coming in very close to or on the water due to fog-what is the recommendation for this scenario? The Coast Guard's concerns regarding the Monte Carlo Simulation on cruise ship operations are lacking. That study states F3 will force cruise ships to use the west channel, which will result in a probability of a cruise ship grounding in 1 of 60 passages. The STAR study cites significant stress to ship pilots and proposed mitigations regarding such. What are the environmental as well as economic implications of such a scenario? DOT has not addressed the cost of the proposed mitigations. Hemming the port in with this cul-de-sac development is not in the long term best interests of Ketchikan.

4. We would like to see the cost-benefit study as required by the Federal Highway Administration. What are the implications of F3 are for traffic fatalities and accidents since there will be a lot more driving? It is a long way to the airport via F3. Accidents will occur with the increase in driving, how much and what are the costs associated with the projected fatalities, injuries and property damage? These questions are supposed to be evaluated in federally funded highway projects.

5. We will agree that this bridge is being proposed as a matter of convenience. It is much more convenient to stay in one's vehicle in the pouring rain than to wrestle one's luggage up the car ramp. The majority of citizen's surveyed think that the present system is adequate but fails to address our inclement weather situations. We would like to propose a much less costly scenario. Baggage check-in on Revillagigedo side (Alaska Airlines responsible for some of the costs) and ferry service from its present location every 15 minutes for the hour before and after flight arrival even during winter. I believe that would address the majority's concerns. One could check their luggage at least 2 hours before flight departure and then have plenty of time to run any last minute errands.

6. The document supplied does not give the public the understanding as to parking at the Airport. Where will it be built? How far from the terminal (addressing convenience and efficiency) After 9-11 there have been proposed increased security measures with specific recommendations as to parking areas away from susceptible areas. Please address this formally. If a parking garage/area is to be located a significant distance from the terminal and a shuttle needed, the public needs to be aware of this especially since in the purpose and need is cost and convenience. Other than the military bases, the present location of the airport and system of arrival for embarking passengers and "greeters" is perhaps the most secured airport in the nation. It does bring up an interesting question regarding security for the Coast Guard base situated underneath the F3 Bridge creating a less secure area for our military base.

7. We would respectfully disagree with the need to access more land. Currently there is a large area designated industrial use (Ward Cove) that is laying for the most part fallow-

Sincerely,

Susan F. Walsh

Susan F. Walsh

For Tongass Conservation Society

I had sent this via email but was
returned 3x's to "fatal error" Hopefully this
reaches you.

Subject: Ketchikan Bridge

From: Linda Hansen <choicesaremade@hotmail.com>

Date: Sun, 05 Sep 2004 00:27:13 -0800

To: james_evensen@dot.state.ak.us

We just spent so much money on new ferry's that go to the airport. We do not have that much traffic to build a bridge to the airport, the airport doesn't even stay open all night. Its not like having an airport down in the lower 48's where there is a need for having bridges ect. for the loads of traffic and airlines that fly in and out. We have Alaska Airlines and I think they are already taking us for a ride. So why try and fix something that isn't broke , the ferry has worked great so far and well it just seems like there is alot more that can be done with the money that people want to spend on a bridge to no where. Why not just leave well enough alone and get on with other things that really matter. We do not need a bridge. We are just fine the way things are going right now. Just my own opinion

Linda Hansen

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Subject: Letter opposing Gravina Island via Pennock Island proposed Bridge Project.

From: Raven4Eagle@aol.com

Date: Sun, 05 Sep 2004 17:32:38 -0400 (EDT)

To: james_evensen@dot.state.ak.us

Hello Mr. Evensen, This letter is for the record opposing any funding or construction of the proposed Bridge to Gravina Island. Desecrating our Tribal Graves on Pennock Island. I have mailed you a hard copy of this letter. Don't waste 240 million dollars of my hard earned tax dollars on a bridge to no-where.

Sept. 5, 2004

Jim Evensen, P.E.,

Desecration Bridge

This letter is opposing the proposed bridge to Pennock Island. Pennock Island was and still is Tribal Burial grounds for the Taan ta Kwaan (Tongass Tribe) and Saanya Kwaan (Cape Fox people). I agree that economic development is important for Ketchikan's future but at what costs. However, may I remind you the following: 1. Pennock Island is Tribal Burial ground. 2. Building of new homes and roads on Pennock Island will further desecrate our Indian graves. 3. It will be outside contractors who build this proposed bridge and the money will go South! The bridge will create jobs for whom? The newspapers say it will create 300 to 350 jobs in Ketchikan for five years. It is not going to happen the contractors will import their workers. I don't know of any bridge builders that live in Ketchikan. I only see a few laborer positions being created.

However, I see benefits for only about 464 land owners that most don't even live on Gravina Island nor Pennock Island. Divide 240 million dollars into 464 people. Rounds off to \$517,000. and some change per land owner on Gravina Island. Taxpayers (your) money to pay for a few opulent people to drive across a bridge. I see people there with immense conflict of interest that want the bridge. Your own Local and State government officials.

You may have heard or read about the black man that owned and operated a crematorium in Noble, Georgia? He is charged with desecrating 341 corpses. He pleaded innocent. The OUTRAGE! White people down here want to throw him in jail for life. Personally I say, "Let him go". White people have been desecrating American Indian graves for centuries. Now that their rotting family members have been disregarded and thrown out in the back yard, I would ask "How does it feel?" What if this happened at Ketchikan's Bay View Cemetery? We as Indian people don't like our Indian graves being disturbed neither. So, why build a bridge on them knowing that they are there? What is sickening about building a bridge to Pennock Island is plowing under Indian graves from the Tlingit Nation, Haida Nation, Tsimshian Nation and poor white people with track-hoes, back-hoes, belly dumps and D-9 bull-dozers to build roads for economic development and a few people to drive over is totally wrong.

It is a slap in the face to my ancestors and to all Indigenous people in Alaska. I can only conclude that racism is alive and well in Ketchikan and the State of Alaska if this letter is ignored with total disregard to traditions and feelings of Indian People regardless of Tribes with impunity. I am Tlingit/Tsimshian - Gaanax adi Clan, Yei I hit (Raven House), Taan ta Kwaan (Sea-lion People) or Tongass Tribe. My name is Aan Kadax Tseen. My family is indigenous to Ketchikan and surrounding territories which includes: Pennock Island, Gravina Island, Annette Island, Duke Island, Portland Canal, Nakat Bay, Thorne Bay, George Inlet, Carrol Inlet, Chomley, Percy Islands, Village Island, Cat Island, Tongass Island and to the southern end of Prince of Wales as far as your eyes can see. To an unpopular belief in your brain washed society, this

traditional territories belongs to the Tongass Tribe. We have plenty to say about a bridge

desecrating our tribal members buried on Pennock Island. Bottom line is your don't need a bridge to Pennock Island and to nowhere. This designed bridge to Gravina Island via Pennock Island emission is not over yet and there will be a few surprises. This is my own opinion only.

Gunalcheesh,

Don Hoff Jr.
Aan Kadax Tseen
Yeil hit
Gaanax adi Clan
Taan ta Kwaan

Subject: Ketchikan Bridge

From: lgifford@ptialaska.net

Date: Sun, 05 Sep 2004 20:35:31 -0800

To: james_evensen@dot.state.ak.us, mark.dalton@hrdrinc.com

I am writing to say that I also think that spending \$200 million for a bridge from Ketchikan to Gravina is a bad decision.

The ferry is a fine way to get to the airport.

I think the price tag is too high at a time of fiscal crisis for the state, borough and city, and a huge federal deficit.

Lindley Gifford

Subject: The Bridge !!

From: mackiemouse@webtv.net (Ms Carroll Ann Parr Mackie)

Date: Fri, 03 Sep 2004 21:26:27 -0700

To: james_evensen@dot.state.ak.us

Are you aware...How many people truly oppose "The Bridge" in Ketchikan?
And for many different reasons.....

There is NO such thing as "Free money" as I am sure you are aware
of....

I had received an email, from a Soldier...and upon reading about "The
Bridge"he wrote to me...."DO THEY KNOW WE ARE AT WAR"!!!!!!

Of course, The DOT has nothing to do, with the war in Irac....I
realize that, Sir...BUT! The monies DO have to come from "Somewhere",
right?

Alaska has had cut-backs for the "Elderly", people all over the USA are
going with-out medicine, are homeless, and to spend such an amount,
would be a "Crime" in my opinion, when it is NOT necessary.

I do hope you send my letter onto Congress, and let my voice be
heard...Just as Don Young's has been ----bragging about "That
Bridge"....it is embarrassing...and has become quite a "Joke"

Thank you for reading this.....

Sincerely,

Carroll A Mackie

Subject: Gravina Island

From: Dan & Janice Winscot <santa_dan@qwest.net>

Date: Fri, 03 Sep 2004 18:30:39 -0700

To: james_evensen@dot.state.ak.us

Jim Evensen,

Hi,

I am a past resident of Ketchikan. It would be a concern of mine, if occupying the position as you are, opposing the "Ear Marked Money" for the Gravina bridge. Will your job be in jeopardy with your name at the bottom of many letters going all about?

People were talking about a bridge to the island even in the early 60's. I agree it is only in the interest of a very few. It is not in the interest of the general population.

Dan Winscot
602-843-6637

"There is no greater imperative in American health care
than switching from a treatment-oriented society
to a prevention-oriented society."

**- Vice Admiral Richard H. Carmona, M.D., M.P.H., F.A.C.S.
United States Surgeon General**

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Check out America's Brand Name for Prevention. www.BetterHealthWins.com
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Subject: comments on Gravina Access FEIS
From: Gordon Steinhoff <simon@mtwest.net>
Date: Thu, 02 Sep 2004 17:56:10 -0600
To: james_evensen@dot.state.ak.us

Hello Mr. Evensen,

I have attached my comments on the Gravina Access FEIS. Please let me know if you have trouble opening the attached file. Thanks for giving me this opportunity to submit comments. Gordon Steinhoff

| | |
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| comments on FEIS.doc | Content-Type: application/msword Content-Encoding: base64 |
|----------------------|--|

September 2, 2004

Mr. James Evensen, P.E.
Project Manager
james_evansen@dot.state.ak.us

Dear Mr. Evensen,

Thank you for allowing me to comment on the FEIS for the Gravina Access Project. Generally, I believe the improved ferry alternative G4 is the best choice. It will improve access to Gravina Island and the airport, but at much less cost financially and environmentally when compared to the bridge alternatives.

The FEIS states that "none of the alternatives would have an environmental justice impact" (4-16). But the document acknowledges that the build alternatives will increase pressure on subsistence resources (4-15). The results could be dramatic. The FEIS indicates that a bridge to Gravina Island, together with the Forest Service's timber sale project and other reasonably foreseeable future actions, could lead to increased hunting of deer to the point that the deer population "is not sustainable" (4-183). The Alaska Native communities in Saxman and Metlakatla depend on deer and other subsistence resources. The FEIS describes their use of subsistence resources on 3-15 to 3-16. The Social Environment Technical Memorandum (2001) states that subsistence activities "provide needed food." Subsistence resources "enable residents to maintain a rich and varied diet" (8). Any of the bridge alternatives, together with the timber sale project and other reasonably foreseeable future actions, could seriously harm these Alaska Native communities by eliminating the deer population. With increased competition, all subsistence resources will be harder to find. Apparently this harm will be disproportionately placed upon Alaska Natives. Project documents do not indicate that other groups depend upon subsistence resources, which implies that other groups would not be harmed by the lower availability of these resources in a serious way. I believe this is an environmental justice issue, and that the FEIS is too quick in concluding that "none of the alternatives would have an environmental justice impact."

The FEIS does not make clear why the bridge alternative F1 is preferred over the ferry alternatives. The FEIS states, "the ferry alternatives do not achieve the purpose and need objectives ... to the same level as the bridge alternatives" (2-17), and "these [ferry] alternatives would not ... provide the convenience and reliability of access ... as well as the bridge alternatives would" (2-20). But the declared need for the project is simply improved access to the airport and other lands on Gravina Island, which the ferry alternatives can provide. For all we know from this FEIS, the ferry alternatives can improve access with quite satisfactory levels of convenience and reliability. The FEIS does not indicate why the levels of convenience and reliability offered by the ferry alternatives are not sufficient. Considering the tremendous cost of the proposed bridge, and its adverse environmental impacts, the ferry alternatives should be preferred if they can satisfactorily provide the need for this project.

The FEIS suggests that the ferry alternatives would leave residents in the area unsafe in medical and fire emergencies, although the document never really says this. It seems likely that if a ferry alternative were selected measures would be put in place to ensure safety during medical and fire emergencies when the ferry is not in operation. It seems, for example, that a fire station could be built on Gravina Island if there is a need for it. Perhaps helicopter transport could be provided between the airport and the hospital for patients who require this level of efficiency. In its letter commenting on the DEIS, the EPA suggested the possibility of making water taxis available for emergencies. Since the FEIS does not discuss the possibility of alternative measures, the safety argument does not establish a need for bridge access to Gravina Island.

Finally, I am still concerned about wetlands. According to federal law, this project must avoid harm to wetlands unless there is "no practicable alternative." An improved ferry is expected to harm significantly fewer acres of wetlands than a new bridge. The FEIS has not demonstrated that the ferry alternatives are impractical. It seems these alternatives must be considered practicable since they would provide the need for the project. The ferry alternatives are more consistent with federal law designed to protect wetlands.

Thank you for considering these comments.

Sincerely,

Gordon Steinhoff
546 River Heights Blvd
River Heights, UT 84321



Greater Ketchikan Chamber of Commerce

P.O. Box 5957, Ketchikan, Alaska 99901
(907) 225-3184 • FAX: (907) 225-3187

September 1, 2004

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State of Alaska, Department of Transportation
6860 Glacier Highway
Juneau, AK 99801

Mark Dalton
HDR Alaska, Inc.
712 West 12th Street
Juneau, AK 99801

Re: Comments for Gravina Access Project Final EIS

Messrs. :

The Ketchikan Chamber of Commerce appreciates the State's accomplishment thus far in concluding the Final Environmental Impact Statement for the Gravina Access Project. In addition, we applaud your decision to make Alternative F1 the preferred alternative for a hard link from Revillagigedo to Gravina.

The Ketchikan Chamber of Commerce is the local business advocacy organization, representing in excess of 400 business and individual members municipality wide.

In January 2002, we submitted comments to the Draft Alternative Evaluations Summary Report noting, amongst other ideals:

- Necessity of a bridge vs. ferry and/or tunnel options
- Future development opportunities on Gravina and Pennekot Islands with hardlink access
- Public Service access (police, fire and medical) for residents of these two neighboring island communities
- Net losses to the community for consideration of any ferry or low bridge alternative
- Hazards of a high bridge (at C3) to local air taxi service
- Support for Alternative F1, to mitigate any potential traffic hazards in either East or West Channels.

We are pleased to see that all of these considerations have been addressed in the final EIS and that in the end, the Department has moved forward with prioritizing Alternative F1.

We would like to close by reiterating our support of Gravina Access Alternative F1 and the expedited completion and closure of the Final EIS. Rapid completion ensures all subsequent construction phases of the eventual Ralph Bartholomew Bridge are met in a timely and efficient manner so as to encourage further growth in the community of Ketchikan and efficiencies to Ketchikan International Airport operations.

Best Regards,

A handwritten signature in cursive script that reads "Danielle Miller".

Danielle Miller
Executive Director

Subject: FW: Bethel-Gravina Island Website Feedback
From: "Thompson, Dina L." <Dina.Thompson@hdrinc.com>
Date: Thu, 09 Sep 2004 16:36:37 -0500
To: james_evensen@dot.state.ak.us

-----Original Message-----

From: Maines, Kristen
Sent: Wednesday, September 01, 2004 4:10 PM
To: Thompson, Dina L.
Subject: FW: Gravina Island Website Feedback

Will you print or do you want me to?

-----Original Message-----

From: Gravina FeedBack [mailto:Gravina@hdrinc.com]
Sent: Wednesday, September 01, 2004 4:08 PM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

No response necessary

Name: Mike Bethel
Phone:
Email:
Comment: What a complete waste of tax payers money!

Subject: gravina bridge
From: Bill Rotecki <brotecki@kpunet.net>
Date: Sun, 29 Aug 2004 18:20:28 -0800
To: james_evensen@dot.state.ak.us, mark.dalton@hdrinc.com

re: gravina bridge

This project is like a man who has starving children at home and who was just given \$500 by a church that took pity on him, and he then goes out and spends the entire sum on a lavish meal for himself.

What a waste.

What a true waste.

Even if we only compare roads to roads, what a waste.

I don't see any sensible justification for this bridge whatsoever. It is just tax and spend.

Bill Rotecki
pobox 7738
ketchikan Alaska, 99901

brotecki@kpunet.net

Subject: RE: Gravina Island Website Feedback
From: "Maines, Kristen" <Kristen.Maines@hdrinc.com>
Date: Thu, 02 Sep 2004 13:52:15 -0500
To: eyoungstrom@hotmail.com
CC: "Dalton, Mark" <Mark.Dalton@hdrinc.com>, Jim Evensen <james_evensen@dot.state.ak.us>

Eric:

Thank you for your comments. The purpose and need for the project is not limited to airline passengers and the employees of the Ketchikan International Airport. As discussed in Chapter 1 of the Final EIS, "The purpose of the Gravina Access Project is to improve surface transportation between Revillagigedo Island and Gravina Island. The need for improving access is to provide the Ketchikan Gateway Borough and its residents more reliable, efficient, convenient, and cost-effective access for vehicles, bicycles, and pedestrians to Borough lands and other developable or recreation lands on Gravina Island in support of the Borough's adopted land use plans; to improve the convenience and reliability of access to Ketchikan International Airport for passengers, airport tenants, emergency personnel and equipment, and shipment of freight; and to promote environmentally sound, planned long-term economic development on Gravina Island." In short, the project benefits would not be limited to airline passengers and airport employees.

Thank you for your interest in the project. Please do not hesitate to contact me if you have any further questions.

Kristen Maines
HDR Alaska, Inc.
907.644.2000

HDR ONE COMPANY | *Many Solutions*

-----Original Message-----

From: Gravina FeedBack [mailto:Gravina@hdrinc.com]
Sent: Friday, August 27, 2004 12:12 PM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

This person requested a response

Name: Eric Youngstrom
Phone: 907 225-5539

Email: eyoungstrom@hotmail.com

Comment: On average, 485 Alaska Airline passengers pass through Ketchikan International Airport. If we assume about 50 employees commute to the airport per day, then the daily commuter count goes to 535. Does anyone really think it's worth \$270,000,000 to transport these people by bridge instead of ferry? Would any private corporation make this kind of investment? I think not.

Sincerely

Eric Youngstrom Ketchikan

Subject: gravina/wrangle bridge
From: paul ripplinger <p2net@hotmail.com>
Date: Fri, 27 Aug 2004 21:49:36 +0000
To: james_evensen@dot.state.ak.us

hi my name is paul ripplinger
i had a short visit with jim elkins and he mention that if they did not approve the
bridge to gravina then they would of built a bridge from wringle to ketchikan in
hopes to tie ket, wringle, pettersburg and juneau to the main road
i believe if people in ketchikan had a choice of gravina or wrangle then wrangle
would be the choice for that would help bring more busness here
i for one think the ferry ride from the airport to ketchikan helps make ketchikan
more unick
sorry for the misspelled words but i am doing this in a hurry
thanks

Check out Election 2004 for up-to-date election news, plus voter tools and more!
<http://special.msn.com/msn/election2004.armx>

Subject: Bridge

From: Jessica Mathews <jessica_mathews@correct.state.ak.us>

Date: Fri, 27 Aug 2004 12:18:54 -0800

To: james_evensen@dot.state.ak.us

I do not want a bridge built to Gravina. It is a waste of money, would be an eye sore and is so out of place for this area. Just let it go, move on. Find other ways to improve our area. I DO NOT WANT A BRIDGE
Please find reason here and just stop.

Jessica Mathews

00/00/00 12:00 PM 000 000 0000
Maines, Kristen

From: Gravina FeedBack [Gravina@hdrinc.com]
Sent: Thursday, August 26, 2004 10:20 AM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

This person requested a response

Name: Eric Youngstrom

Phone: 907 225-5539

Email: eyoungstrom@hotmail.com

Comment: The cost of this project far exceeds the possible benefit to the community. Average air passengers per day cannot exceed 200 (and if you have exact numbers from Alaska Airlines I would love to see them). A 270,000,000 bridge for that level of use makes no sense. As a resident of Ketchikan, I much prefer the idea of riding the ferry to the idea of driving out of my way on an icy bridge and then paying lots of money in a parking garage. I would like to see the whole project scrapped.

Eric Youngstrom

Subject: Gravina Bridge Comments

From: Christopher Wilhelm <citytour@kpunet.net>

Date: Thu, 26 Aug 2004 09:17:41 -0800

To: james_evensen@dot.state.ak.us

Dear Mr. Jim Evensen,

Don Young's recent Ketchikan Daily News comparison of the proposed Ketchikan bridge to the Chesapeake Bay bridge in Maryland is the crowning glory of all the illogical arguments I've heard in support of the proposed bridge. During his trip to Ketchikan this month, our congressman pointed out that while critics called it a "bridge to nowhere", the Chesapeake Bay bridge led to the development of awesome Ocean City, Maryland.

Having lived in Baltimore for 5 years, I have visited Ocean City and driven the Chesapeake Bay bridge. Congressman Young may be surprised to hear that some of us like living in Alaska precisely because it doesn't have tacky seaside resort towns like Ocean City. In any case, millions more people in the Baltimore and Washington, DC areas are served by the Chesapeake Bay bridge than will ever live in Ketchikan.

For the Gravina bridge's outrageous cost, there are few persuasive arguments out there for building it. I hardly knew where to start in my objections. Better airport access? Is there something wrong with the airport ferry set-up? I've been using it for 30 years and it seems to be as good as ever. Improvements like the covered walkway make it better than it has ever been.

My only hope is that the airport ferry will continue to operate even if the bridge is built so I can get there in 5 minutes by ferry instead of the 35 minute bridge route and buy parking, too.

I'm also concerned about the bankrupt borough being saddled with the costs of maintaining a span only 20 feet shorter than the Golden Gate bridge. Is the state going to take care of it like they do the South Tongass road? I don't look forward to seeing that monstrosity pictured recently in the Daily News. With or without the inevitable rust streaks.

For the 20 million spent on the proposed bridge study, the airport ferry could have operated without passenger or vehicle fees for the next 20 years. Or perhaps the water taxi could operate free of passenger fees for the next 1000 years?

This project is a shameful waste of tax dollars. Please listen to the people who live in Ketchikan. We don't want the bridge!

Sincerely,

Tia Wilhelm
Ketchikan, Alaska
tia@kpunet.net

Subject: Don Young, Pork, and the Gravina Access Bridge

From: charlotte tanner <ksct@uas.alaska.edu>

Date: Wed, 25 Aug 2004 10:38:05 -0800

To: james_evensen@dot.state.ak.us

Just say NO to Mr. Young's outrageous use of millions of dollars to build a totally unneeded bridge to Gravina Island. I am a Ketchikan Resident, have been for 10 years, and lived in Petersburg 25 years before. I live in, and love, Alaska precisely because it does not have strip malls and other degradations of the land (excluding clear cuts). This bridge serves no purpose other than to enrich Sealy Corporation which I'm sure will put money in the pockets of Young, and Murkowski.

It will impact the wetlands on Gravina where many migratory fowl stop on their journey.

But perhaps it may become a draw for suicides, as is the Golden Gate Bridge in San Francisco, I guess that could be construed as a plus.

Sincerely, Charlotte Tanner, PO 886, Ward Cove, Alaska 99928

Subject: RE: Gravina Island Website Feedback

From: "Maines, Kristen" <Kristen.Maines@hdrinc.com>

Date: Wed, 01 Sep 2004 15:12:56 -0500

To: eagleheights@kpunet.net

CC: Jim Evensen <james_evensen@dot.state.ak.us>, "Dalton, Mark" <Mark.Dalton@hdrinc.com>

Hi Thomas:

Thank you for your comment. Your comment is a good one; traffic would certainly be impacted by any of the project's build alternatives. As discussed in the Final EIS, Alternative F1 (DOT&PF and FHWA Preferred Alternative) would have beneficial impacts for travel from downtown Ketchikan to the airport, but would not reduce travel times from Carlanna Creek or Ward Cove. Travel time to the airport would be shorter than under existing conditions for vehicles originating in downtown Ketchikan and points south. However, vehicles originating in the Carlanna Creek area and points north of that would have slightly longer travel times than under existing conditions.

This alternative would require a new intersection with Tongass Avenue south of downtown Ketchikan, resulting in a new traffic pattern in that area. By 2025, the intersection of Alternative F1 with South Tongass Highway would operate at unacceptable levels (i.e., level of service [LOS] F) for turning movements at the intersection with South Tongass Highway. Vehicle travel between the alignment and South Tongass Highway would be adversely affected by long delays. Ultimately, a traffic signal would be installed at the Alternative F1 access to South Tongass Highway to reduce traffic congestion and vehicle delays, and restore operating conditions to acceptable levels of service. Pedestrian signals would be required as part of the signal installation. The traffic signal itself would cause some off-peak traffic delays. However, if no signal were installed, the additional peak hour traffic expected by 2025 would delay traffic even more and exacerbate LOS problems.

The LOS at the intersections of Tongass Avenue with Bawden Street, Main Street, Washington Street, and Bryant Street would be adversely affected for certain turning motions by 2025. These intersections would be closely monitored, and a corrective action (e.g., installation of traffic signals) would be taken to avoid any reduction in LOS.

Thank you for your comment and for your continued interest in the project. If I can be of further assistance, please do not hesitate to contact me.

Kristen Maines
HDR Alaska, Inc.
907.644.2000

-----Original Message-----

From: Gravina FeedBack [mailto:Gravina@hdrinc.com]

Sent: Saturday, August 21, 2004 9:38 AM

To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B

Subject: Gravina Island Website Feedback

This person requested a response

Name: thomas ferry
Phone: 907-225-1760
Email: eagleheights@kpunet.net

Comment: I want to make you aware of what will be a huge detriment for the traffic flow to the bridge for the average ketchikan resident, as part of the third avenue bypass project to relieve congestion and bypass the tourist mess downtown ,people will be taking the bypass only to be bottled up by the traffic light that the city wants to put at the bottom of deermount street, this light should be denied as it will interupt the free flow of traffic, to

the southend and to the bridge, the city wants to build 2 new cruise ship docks south of the thomas basin breakwater, there will be 60 busses that will also clog that intersection , this must not happen, traffic will be a mess- i would like to explain further -feel free to call me thomas ferry
thank you

Subject: RE: Gravina Access Project

From: "Maines, Kristen" <Kristen.Maines@hdrinc.com>

Date: Thu, 19 Aug 2004 16:04:08 -0500

To: fredhgre@netscape.net

CC: "Dalton, Mark" <Mark.Dalton@hdrinc.com>, Jim Evensen <james_evensen@dot.state.ak.us>

Hi Fred:

Thank you again for your comment and participation. Alternative F1--the preferred alternative--would only minimally limit marine traffic through Tongass Narrows. The large cruise ships could not transit the West Channel, but the marine pilots have made it clear they do not wish to do that anyway. All other marine traffic will be able to use the West Channel and all cruise ships currently stopping in Ketchikan will be able to use the East Channel as they do now.

Thank you also for your input on the tunnel option. When the project first started, there were a couple of tunnel options, but it was subsequently determined that the tunnel options would be much too expensive, and they were therefore not considered in the Final EIS.

The Record of Decision (ROD), where the FHWA chooses an alternative presented in the Final EIS, is expected at the end of September. If they choose a build alternative, we will the move into the final design phase, and then construction phase, of the project.

Thanks again for your input.

Kristen Maines
HDR Alaska, Inc.
907.644.2000

HDR ONE COMPANY | Many Solutions

-----Original Message-----

From: fredhgre@netscape.net [<mailto:fredhgre@netscape.net>]
Sent: Wednesday, August 18, 2004 7:11 PM
To: Maines, Kristen
Cc: fredhgre@netscape.net
Subject: Gravina Access Project

Hello Kristen,

18.August 2004

thank you very much for your reply about the Gravina Access Project, which still haunts me. It would need 2- HIGH BRIDGES !!!!

In my opinion, I am still with a 2-lane Tunnel, which could start right next to the Airport Ferry Landing on that open empty Property, going down to the Tunnel across to the Airport. This would be the shortest way to get over there and there would be NO INTERFERENCE for Ship and Airplane and Barge Traffic !!! The Tunnel Elements could be manufactured right there on that Land and the Gravel is available right across the Street, right!

This would be MUCH CHEAPER than all the other Projects with all that wasted Land and mileweir Roadsystems.

Anyway, I don't think I live that long to see this Monster Project !!!!

Greetings from 384 Edmond Street

Fred Greuter

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Subject: Bridge

From: tyler <maryawashingtontyler@hotmail.com>

Date: Tue, 17 Aug 2004 07:50:17 -0800

To: james_evensen@dot.state.ak.us

Dear Mr. Eversen,

I don't know of a single person in Ketchikan, or a single Outsider with whom I have spoken, who is in favor of the Gravina Access Project. Our population in Ketchikan is declining, for one thing. There are hundreds of houses for sale right here. The ferry is acceptable and fun. The airport taxi is an acceptable alternative. I do not want to drive through the crowded downtown everytime I want to get to the airport. Our ferry makes us unique and adds to the adventure and wonder of Ketchikan.

Do we really want to be just like all the places in the Lower 48? I have seen the gravesites on Pennock, and it is shocking to think that the bridge will go so close to this one sacred place.

Thanks for taking public comment. Remember, most of us won't speak up publicly. Perhaps only those with something to gain will take the time. But that doesn't make the proposed bridge project any sounder.

If the problem is the ramp from the ferry, let's consider. We are now fighting obesity as a nation, no less important in Ketchikan. The little walk from the ferry is good for us.

Take your time. Don't rush into something that you could regret later.

Marya Tyler
954 Monroe
Ketchikan

Subject: GRAVINA BRIDGE

From: Grace Hasibar <graceh@kpunet.net>

Date: Tue, 17 Aug 2004 03:32:56 -0800

To: james_evensen@dot.state.ak.us

I am not in favor of the proposed bridge linking Ketchikan (Revillagigedo Island) to the islands of Pennock and Gravina. We live in a world of islands and cannot see any reason for connecting them at such an enormous expense. It would seem to make more sense to improve ferry service, perhaps having ferries leaving for the airport from both south and north ends of Ketchikan, or having more frequent ferries -- even free ferry service would make more sense than the proposed bridge!

Grace Hasibar
PO Box 858
Ward Cove, AK 99928
graceh@kpunet.net

Maines, Kristen

From: Gravina FeedBack [Gravina@hdrinc.com]
Sent: Sunday, August 08, 2004 12:03 PM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

No response necessary

Name: Lew M. Williams, Jr.
Phone: 907-225-3157
Email: lmwj@worldnet.att.net

✂ Comment: I note that I was the 96th, 97th and 98th visitor to your web site. Not exactly overwhelming response which proves to me that you have done an excellent job in explaining this project to the public and accommodating all of the concerns. So let's get designing and building. One comment I have: I may have missed it in your volumes, but I believe you should design the bridge approach on the Ketchikan side to coordinate with the city planning department on how traffic will get efficiently from the Third Avenue bypass, across Bear Valley to the bridge approach. This is important because the postoffice, the hospital, the Native health center, the major local shopping areas, the shipyard, Ward Cove Industrial area are all north of downtown. Those entities will provide a big volume of traffic to and from the airport and most of them won't want to go through the restricted traffic on roads in the main (tourist) business district. They will take the 3rd Avenue bypass. Then when they get to Bear Valley, the problem will be getting to the bridge approach. Because you are going to go up the side hill to construct the approach, you want to keep in mind, or work with city planning and DOT highways to see where the Bear Valley Bypass will be eventually built.

Dalton, Mark

From: Dalton, Mark
Sent: Wednesday, September 01, 2004 10:36 PM
To: 'larry134@webtv.net'
Cc: Jim Evensen (j.evensen@acsalaska.net); Maines, Kristen; Tooley, Michael
Subject: RE: Gravina Island Website Feedback

Mr. Droogs-

Thank you for your good questions concerning the Gravina Access Project. I have been asked by Jim Evensen, the State DOT Project Manager, to respond to your questions.

The Gravina Access project, if constructed, will *be* part of the *National Highway System*, and as such, will receive highest priority for winter maintenance. The Department has committed to own and operate this facility, and cover the annual maintenance costs (EIS, page 2-2).

Snow removal is typically pushed to the middle of the street, or side of the traffic lane in the initial operation after the snow event just to make the roadway passable. This road to Gravina, with full shoulders, should be able to accommodate a typical snowfall. After the event, on the Revilla side and across the two large bridges over developed land, the snow will probably be loaded and hauled away by the Department, and disposed of at a local snow dump -- similar to the Department's operations on the Gastineau Channel Bridge in Juneau. Across the Channels over water, the operator will check for traffic below and may then plow the snow over the side. On Pennock and Gravina Islands, snow will just be pushed off the side of the road like most of our other rural roadways.

At the present time, we do not envision a situation where the bridges will be closed, even for routine maintenance. Most significant maintenance will be accomplished under temporary one-lane closures.

I hope this helps to answer your questions. Please let me know if you have other questions or if I can provide you with other information about the project. Thank you for your interest in the Gravina Access Project.

Mark Dalton
HDR Alaska
907/644-2000

-----Original Message-----

From: Gravina FeedBack [mailto:Gravina@hdrinc.com]
Sent: Saturday, August 07, 2004 7:36 PM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

This person requested a response

Name: Larry Droogs

Phone: (907)225-5353

Email: larry134@webtv.net

Comment: If the bridges are ever built,

- What provisions will be made for snow removal during the winter months?
- Are the bridges wide enough to allow a berm separating traffic lanes or will the snow be plowed to each side of traffic lanes?
- Where will the snow be dumped should it be removed from the bridges?
- What will be the priority of snow removal from the bridges in relation to other roads?
- And what will be other alternatives to Gravina Island should the bridges be closed for whatever reason?

3409 Arnold Ave.
Ketchikan, Ak. 99901
August 9, 2004

| |
|-------------------------------------|
| ALASKA DOT & PF SOUTHEAST REGION |
| AUG 12 2004 |
| PRELIMINARY DESIGN & ENVIRONMENTAL |

Jim Evensen
DOT Project Manager
6870 Glacier highway
Juneau, Ak 99801-7999

Re: Gravina Access Project

Dear Mr. Evensen:

| | | | | | |
|-------------------|-------------|---------|---------------|------------|---|
| Post-It® Fax Note | 7671 | Date | 8-12-04 | # of pages | 2 |
| To | Mark Dalton | From | James Evensen | | |
| Co./Dept. | | | | | |
| Phone # | Gravina | Phone # | | | |
| Fax # | | Fax # | | | |

As a citizen of Ketchikan I need to voice my concerns about the Gravina Access Bridge or as most of us call it: The Bridge to Nowhere.

Years ago there was a phone poll for this project and I let my views be known then. Some people that voted for the project to proceed probably did so thinking that the construction would bring more jobs to Ketchikan not realizing it would only be a temporary fix to a long-term economical problem. They probably don't know that construction companies usually bring their own labor force with them. The rest of us wonder who owns the property on Gravina and how rich do they think they can become by developing it.

By all means, if there are citizens or companies that want to develop the muskeg flats on Gravina Island let them do so by their own expense. If a company wants to build over there I am sure they would also have the money to put in their own barging/transportation system.

Right now, I live in the Carlanna area of Ketchikan and from my home it takes me about 5-7 minutes to drive to the Airport Ferry Terminal. I can park the car or take the car on the ferry at my discretion. During high volume traffic days two ferries run so the wait is minimal. If they build the bridge south of town I will then have to drive through a very busy downtown area (especially in the summer months), continue on south and then take the bridge, which I understand will be a toll bridge. After reaching Gravina by way of Pennock Island I will have to turn and drive north to the Airport Terminal. Rumor has it that there will be a parking lot south of the terminal and we will then have to be taken by van or bus to the terminal. The ride across the narrows by ferry takes about 9 minutes plus unloading time which is minimal for foot passengers. The bridge scenario will be long and arduous and involve being on a high bridge during nasty stormy weather in the winter.

The second concern is spending money we don't have. The money for studying the project has already squandered funds that could have been used more wisely. Gov. Murkowski has cut Public Health Nurse positions, eliminated the Longevity Bonus for the State's elder population plus who knows how many other needed projects. No doubt

there is land on our island of Revilla that could be developed first, if that is the primary goal. For that matter it would probably be cheaper to relocate the airport and runways to Revilla Island which would involve probably far less construction than the bridge proposal. Has anyone ever thought about a draw- bridge option if a bridge is so desperately needed and locate it in the general area the Ferry runs now?

These are my concerns. I realize I am wasting my paper and time writing but you need to consider all options. We don't need the bridge at this time and we don't need to be squandering money on a Bridge to Nowhere. You figure when we make the National papers as supporting a Boondoggle Misappropriation of Federal Funds perhaps we should listen and reevaluate the decisions.

Sincerely,



Patricia Fordney

James Llanos

1370 Deer Mountain Ct

Ketchikan AK 99901

POORJIM2@excite.com

(Self-Denial
8/4/05 -

8/4

1. cum effect of Landing with access
To 3 BLM Land sites
covered under E.O. Sacred
Sites and AIRPA
2. Effect of Sacred Sites on the
Past Tsimshian community of
Port Gravina
3. Full Disclosure of the
meaningful consultation Done During
and up to / and after the Draft EIS

Thompson, Dina L.

From: Gravina FeedBack [Gravina@hdrinc.com]
Sent: Tuesday, August 03, 2004 7:48 PM
To: Dalton, Mark; Jim Evensen; Maines, Kristen; Smith, David B
Subject: Gravina Island Website Feedback

This person requested a response

Name: Alfred Greuter
Phone: (907)225-5464
Email: fredhgre@netscape.net
Comment: Sirs,
your Projects look just great, but
I feel, there should be both sides
HIGH Bridges. As a 40-year resident, I believe, only 1-HIGH
Bridge is too much traffic for in and out of Ketchikan with all the BIG Cruise Ships, Float
Planes, Fishing Boats, Container
Barges and the Cruise Ships
getting bigger and bigger, higher
and higher !!!
Fred Greuter, former Owner of
Schallerer's Photo & Gifts.